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COUNTRY East Germany

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REPORT

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TOPIC Bremenhain Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED 25X1 DATE PREPARED 23 September 1953

REFERENCES

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PAGES 5 ENCLOSURES (NO. & TYPE) 1

REMARKS

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1. Between 1 April and 5 June 1953, the borders of Bremenhain airfield extended as follows: From the western perimeter of Moes-Rothenburg, along the Rothenburg-Bremenhain road, along the eastern perimeter of Bremenhain, and along Highway No 99 which leads from Bremenhain to Lodenau. The runway under construction extended about 500 meters beyond this road to the north-northwest. The road was open for public traffic prior to 5 June 1953 and was scheduled to be blocked after 15 July. From the southern perimeter of Lodenau the field border extended straight to the east as far as the Neisse River, then along the western bank of the river to the south as far as a point in line with the southern edge of the small woods between Rothenburg and Lodenau, from there in a straight line to the west as far as the Rothenburg-Lodenau railroad line, and along the western side of the railroad line to the south as far as Moes-Rothenburg. Along the southeastern and southwestern borders of the field extended a 2.4-meter-high board fence with 3 barbed wires on top. Thus, the fence has a total height of 3 meters. The area of the field was level and covered with woods. Light hills were in the north, in the Weisswasser-Muska area. There were no flight obstacles except for 2 smokestacks of the Lodenau paper mill and a high-tension line running along the Neisse River from the Bremenhain power plant.

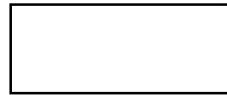
2. A classification siding branched off from the single-track standard-gauge railroad line leading from Rothenburg to Lodenau. This railroad line was to be blocked for passenger traffic after 15 July 1953. Only feeder rail traffic to the airfield and the paper mill in Lodenau was permitted on a small scale. Main approach roads to the field were the roads leading from Rothenburg to Bremenhain and from Rothenburg to Lodenau. Construction material arrived via Lodenau as the building material yard was located just south of Lodenau. The Rothenburg-Bremenhain road which was about 6 meters wide had a top layer of crushed stones and was in need of repair. The Rothenburg-Lodenau road was a field path, about 6 meters wide, which has been heavily used during construction work at the field and was scarcely serviceable in bad weather. It was scheduled to be improved and provided with a metal surface at least as far as the airfield. It was blocked for public traffic. Admittance by construction workers could only be gained by producing a pass. The roads in the area of the field were 6 meters wide and had metal surfaces (sic).

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- 25X1 3. [redacted] during the war, Bremenhain airfield had been used by the former German Air Forces as an alternate airfield for a flying school and as an advanced airfield. In the summer of 1952, there were plans to construct an airfield for light planes without a hard surface runway. In September 1952, work on the billeting area was started by about 600 laborers working in two shifts. In January 1953, the construction of a concrete runway was decided and design work began simultaneously. The Ministry of the Interior gave out the contracts for work. In charge of designs for the airfield zone proper was the Soviet construction headquarters in Werder and for the billeting area the Design Bureau Sued in Dresden. Construction work was carried out by the Bauunion Sued. In January 1953, the construction department of the Ministry of the Interior placed a contract for the construction of the airfield zone and the billeting area with the Bauunion Sued. This contract, however, was cancelled with regards to the airfield zone in April 1953. A special agreement was then reached between the Soviet construction headquarters in Werder and the Bauunion Sued. The Ministry of the Interior allocated a total sum of 20,100,000 eastmarks of the 1953 budget i.e.
- | | |
|--|---------------------|
| for the airfield zone proper | 8,600,000 eastmarks |
| for the billeting area | 5,500,000 " |
| a supplementary allocation for the main runway | 6,000,000 " |

20,100,000 eastmarks

The settlement of accounts was conducted by the construction headquarters in Werder. Material was supplied from allocations of the Ministry of the Interior. According to the changed construction plan, Bremenhain airfield was to be improved for heavy aircraft. However, the designs for the billeting area were not changed. About 80 percent of the billeting area had been completed by 5 June 1953. The main runway, taxiway, hardstands, and drainage facilities were to be completed by 15 October 1953. It appeared improbable that this date could be met except for the main runway, the completion of which was stressed by the construction headquarters in Werder. On 5 June, excavation work on the runway was in full swing. Drainage work was generally completed, while work on the landing field had not yet started.

4. About 750 civilian workers and 400 to 450 convicts from Bautzen were employed at the field. The convicts were quartered in a tent camp which had a capacity of about 600 men. The civilian laborers, most of whom came from Goerlitz and its vicinity, were housed in the completed quartering buildings. Only about 150 special workers of the Bauunion Sued had arrived from Dresden.
5. The dimensions of the landing field were not known as the construction plans of the Werder construction headquarters were not available. Most of the landing field was under cultivation. It had a loamy and sandy top layer. The soil absorbs water rather well, but in rainy periods the subsoil water level lies at about 1.5 meters. This water is drained off into the Neisse River and in the southern section of the field into a drainage ditch. The runway was excavated to a length of 2.5 km and a width of 80 meters from the south-southwest to the north-northwest. A further expansion to the north-northwest

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was possible.

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[redacted] a concrete cover of 40 to 50 cm was planned
and that the ratio of mixture was 1:6. [redacted]

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[redacted] 4.2 kilometers of taxiways were planned to be built at
the field. [redacted]

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6. The billeting area is located in the woods section west of the Rothenburg-Jodensau railroad line. [redacted] The temporary buildings are low wooden buildings, while the other buildings are brick structures. Each quartering building has 28 rooms. The billeting area has a capacity of 1,600 to 2,000 men. The figures were arrived at from calculations made for the capacity of the water processing plant at the field. There are 5 wells at the field with an average depth of 25 meters and a capacity of 5 to 6 liters per second. The water treatment installation has a capacity of 50 cubic meters. Current is supplied via a transformer station from the Bremenhain power plant which is also referred to as Neisse power plant. The buildings are heated by stoves, except for the theater and the motion picture theater which are heated with a hot air stove. The quartering buildings were occupied by construction workers, the completed guardhouse and the temporary headquarters building by VP guard personnel who are subordinate to the SSD in Niesky.

7. Hangars and repair hangars were planned to be built in 1954. The 1953 construction plan only included a motor vehicle work-shop with a lifting platform (item 36) and workshops for craftsmen such as tailors, shoemakers and carpenters. The fuel dump in the northern section of the billeting area was planned to be partly underground to a depth of 3.5 meters and partly above ground to a height of 2.5 meters, including a 1.5-meter-high earth cover on above-surface containers. The dump consisted of 6 reinforced concrete containers on concrete foundations. The fuel dump measured about 35 x 15 meters and had a capacity of 500 tons. It was refueled from railroad tank cars via 3 filling devices by means of two electric pumps and, in emergency cases, by hand operated pumps. Construction work was done by the VEB Nagema, Halle. On 5 June, excavation work was under way. No details were known on supply lines and stand pipes as the construction plans from the Werder construction headquarters were not yet available. Southeast of the installation, construction work was being done by the Nagema enterprise on another fuel dump for Diesel oil and gasoline. This dump also was partly underground to a depth of 1.5 meters and partly above ground to a height of about 2 meters including a 1-meter earth cover on the containers. The dump was 12 meters square and consisted of 4 steel sheet containers, each 2 meters in diameter and 7 meters long. It had a capacity of 40 tons of Diesel oil and 20 tons of gasoline. Similar fuel dumps were constructed for the East German sea police. The containers were painted twice with a black rustproof coating (iron black) without jute covering. For lack of material, sheet metal plates of various sizes were used.

8. No construction plans had been supplied by the Werder construction headquarters on dumps for ammunition and bombs, spare parts and equipment, navigation and signal installations. However, the Werder construction headquarters announced that, if necessary, newly built roads would have to be torn up for the laying of cables. There were no direct telephone lines to other headquarters but only one or two telephone lines to the Rothenburg telephone center.

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9. The field was surrounded by a board fence. Watchtowers with searchlights were intended to be erected. The roads leading from Bremenhain to Lodenau and from Rothenburg to Lodenau were to be blocked. The field was guarded by 60 VP men and 18 men of the factory police of the Bauunion Sued. The laborers were continuously admonished to check each other. The guard detail quartered in guardhouse No 26 patrolled the southern edge of the field, particularly the road from Rothenburg. The sentries in guardhouse No 27 patrolled the terrain, particularly the roads leading toward Lodenau, and the sentries in the temporary headquarters buildings Nos 17 and 18 patrolled the terrain toward Bremenhain. The passes of the passengers who approached the installation were checked on the roads and pass checks were made at random within the installation. Admittance to the installation was granted on production of a pass with a special stamp "R" issued by the Bauunion Sued. The buildings were obstructed against observation from the air and the ground by the surrounding woods which were cleared to the least necessary extent. An increased danger of fire was accepted for the sake of security.

10. The construction plans and drawings of the construction headquarters in Werder were handed over to the construction staff at the field via the Ministry of the Interior or the Design Bureau Sued. Some of them were in Russian language. Representative at the field of the Werder construction headquarters was a Soviet Air Force Lieutenant. A Soviet Air Force lieutenant colonel with pilot insignia, apparently a constructional engineer, repeatedly appeared at the field.

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11. The Bauunion Sued was simultaneously charged with the construction of another airfield between Jocksdorf and Preschen. This field seemed to be slightly smaller than the airfield at Bremenhain. The billeting area in Jocksdorf was about 2 km long and rather narrow. Excavation work on the runway was under way and about 450 convicts and 500 civilian laborers were employed.²

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12. On 20 July 1953, construction work was under way at the former alternate airfield at Bremenhain which measured about 2,000 x 3,500 meters. The area of the field was bordered by the Neisse River to the east and extended to the north as far as about 400 meters from Lodenau, to the west as far as about 300 meters from Bremenhain and to the south as far as about 300 meters from Noss. The landing field extended beyond the former Highway No 99 which leads from Rothenburg to Lodenau via Bremenhain. A detour road was being constructed. Construction work on the runway was in full swing. Three fourths of the runway were concreted; the concrete cover was estimated at 40 cm. About 60 low wooden buildings, each 50 x 20 meters, were erected in the woods south of Lodenau. Two of the buildings were occupied by laborers and the others were vacant. A fuel dump with a spur track was under construction at the border of the woods on the northern edge of the field. There were five fuel containers which were to be installed underground. Work at the field was done by about 400 laborers and 600 convicts under the supervision of the Bauunion Sued. The convicts were quartered in tents. The field was not yet fenced in. Construction work at the field was controlled by a Soviet major.¹

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- 25X1 1. [redacted] Comment. The detailed information [redacted] is believed to be generally correct. It appears that the pin-point location of the runway has not been definitely determined. [redacted]
- 25X1 [redacted] the runway extended from north to south and mentioned definite landmarks. [redacted] The statements furnished [redacted] agree with previous reports. The information that the runway has a concrete cover of about 40 cm is doubted, but it is believed to be about 25 cm thick.
- 25X1 2. [redacted] Comment. The statements on Jocksdorf airfield are known.

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